AFFAIRS OF THE RAILWAYS.

Western Classification Committee. MILWAUKEE, Wis. May 10 .- The Western classification committee, which has been in session since Tuesday morning, completed its labors this afternoon and adjourned to meet in St. Paul in November. The principal changes made are as follows: Iron trunk trimmings in boxes. kegs or barrels, will hereafter take second-class rates; lard in cans, when shipped in boxes or srates, fourth-class; licorice root, either in stick or in powder, first-class; licorice in mass, third class; iron hinges in bozes, secand class; wood mantels and mirrors boxed, five leet and under, first class; same when over five lest, double first class; the same in car-loads, minimum weight 1,000 pounds, third class; iron brackets in boxes or barrels, second class; gran-Ite monuments or bases, hammered or rough dressed, released, fourth class; the same in carloads, class D; straw bonnets, hats and cape in doxes, first class: straw goods not otherwise specified, double first class; pelts and peltries not dressed, first class; pumps, tubing wood, soft lumber rates; furniture, all kinds, new, in car-loads, minimum weight 10,000 pounds, third

Live Stock Rates Reduced.

New York, May 10 .- The joint executive committee, freight department, of the seaboard trunk lines and the Central Traffic Association, held a five-hours' executive session at Pool Commissioner Fink's office to-day. The live stock and dressed-beef rates between Chicago and New York were discussed. The live stock men contended that the rate of 45 cents per cwt. for dressed beef was too low, and the dressedbeef shippers held that the rate was so high that they could not ship in opposition to the 35 cents per cwt. allowed on live stock. It was finally decided to reduce the freight on live stock from 35 to 25 cents.

Personal, Local and State Notes. John B. Ruter has been appointed ticket and freight agent of the Ohio & Mississippi road at New Albany.

A meeting of the general managers of several of the roads interested in the soal traffic will be held here to-day, for the purpose of talking over rate matters. The new freight and passenger rates on the

Iowa roads took 'effect yesterday. This means that their connections in this territory must revise their rates to fit. The C., B. & Q. has ordered two vestibule

trains which it proposes to run between Chicago and Kansas City in competition with the trains the Wabash proposes to put on.

The Hendricks Club has closed a contract with the Indianapolis & St. Louis road to carry them to St. Louis and return, next month, to the Democratic national convention. Paymaster Crawford, of the Vandalia, was on

his monthly rounds yesterday, reaching Indian-apolis. His disbursements for service and general account reach \$180,000 a month. The consolidation of the mutual benefit asso-ciation of the Indianapolis & St. Louis road with that of the Bee-line association, will swell the membership of the latter to 1,340 members.

F. C. Rice has been appointed superintendent of the Illinois lines of the Burlington road, with headquarters at Galesburg, vice C. C. Upham, resigned, and A. F. Hilton, superintendent of the Galeburg division, in place of Mr. Rice, pre-

Nothing as yet has been heard of American Express Messenger Fisher, who left so suddenly a couple of weeks ago. It is stated that the company has been unable to ascertain what amount of money he took with him, as it is supposed that he burned his trip-books.

The stockholders of the Indianapolis & Vincennes road held their annual meeting yesterday, and re-elected the old board of directors, headed by Geo. B. Roberts. There were represented 28,028 shares, most of them by proxy. No statement of earnings was made.

A new freight line between New England and the West is about to be opened. The Boston & Maine and several other New England lines are to send their freights over the Massa-chusetts Central, the New York, Hartford & New Haven, and the Pennsylvania lines.

The Louisville Southern road will be com-pleted within ten days. Yesterday there were but two miles more of track to be laid. Col. Bennett Young is interested in this road, and has made arrangements to use the Kentucky & Indiana bridge to make connections with roads north of the Ohio river.

Commencing Monday next, the evening train north over the Lake Erie & Western road will not depart until 7 P. M., one hour and thirty-five minutes later than now. On this train will be hauled a coach for Detroit, which will arrive there at 7:30 A. M. The coach coming south will reach Indianapolis at 10 A. M.

C. C. Jenkins, general passenger agent of the Toledo, St. Louis & Kansas City road, gives notice that on June 1 the gauge of the road be-tween Frankfort and Veedersburg, Ind , will be changed to standard gauge, and immediately on its completion they will put on trains to closely connect with trains at junction points.

Sunday next the Ohio, Indiana & Western road makes important changes in running time. The train out of Columbus. O., which now leaves at 5:50 A. M., will not leave until 8 A. M., reaching Indianapolis at 3:15 P. M., and the Kansas City train, which now leaves Indianapolis at noon, will not depart until 3:30 P. M.

The railroad laws recently enacted by the Legislatures of Iowa, Nebraska and Kansas will have doubtless one good effect, so far as the roads are concerned, as they have checked building where roads were unnecessary. The people in a good many sections will consequently wait a good while for increased transportation facil-

After the 15th of this month the thousand-mile books of the Ohio, Indiana & Western will be good over the N. Y., P. & O. and Erie roads, and the mileage books of the latter good over the O., I. & W. lines. This means a two-cent'amile rate over these lines from Peoria to New York, and it is feared is the entering wedge to'a

The Indianapolis roads which run trains for the West in connection with the Chicago & Alton road have been notified that on the 15th inst the C. & A. will considerably shorten the time over the western division, and passengers for Kansas City, which leave on the afternoon trains, will reach that point one hour earlier than they now do.

W. M. Buchanan, auditor of revenue of the Baltimore & Ohio road: E. S. Thomas, assistant anditor of the Cincinnati, Washington & Baltimore, and Larry Sullivan, of the treasury de-partment of the C., I., St. L. & C., are in the city, checking up the B. & O. Kankakee dispatch" business, and that of the C., L., St. L. & C. with the first named roads.

Within the last sixty days Charles Neilson, superintendent of the Cincinnati, Hamilton & Dayton lines, has been offered a similar position on one of the important Eastern roads, and on one of the Southern systems, in each case at a handsome increase in salary. General Manager Waite, however, will not listen to his leaving the C., H. & D. lines. This indicates that Mr. Waite knows beforehand what is likely to be the outcome of the annual meeting in June.

Instances in which one man alone alters the Instances in which one man alone alters the policy and tendency of a railroad are becoming quite common. Austin Corbin is in a fair way to bring the Philadelphia & Reading road out of its financial mire. The late Mr. Potter undoubtedly saved the wrecking of the Union Pacific, and John King will doubtless save the Erie, which has had such a struggle for existence before Mr. King took hold. And now M. E. Ingalls is expected to place the Chesapeake & Ohlo upon its feet.

L. D. Richardson, of Chicago, superintendent of the inspection bureau and weighing association, was in the city yesterday; also, Mr. Ray-nor, superintendent of the inspection of billing. They spent several hours in conference with the Indianapolis freight agents regarding their methods of inspecting and weighing freights. As this method of doing business was first introduced on Indianapolis lines, the visitors were enabled to profit by the experience of the local officers.

European papers are publishing as great im-provements in railway coaches an item stating that the Southeastern railway is building 115 carriages with six-wheeled trucks, upholstered seats, lavatories and water-coolers. They will also be heated. The poorest cars run on American roads have most of these improvements; in fact, our best roads have water in cars used to hand live stock. haul live stock, and as to six-wheel trucks, many of the roads are giving them up and us-ing a four-wheeled truck, with a beavier wheel

and axle.

H. R. Duval, receiver of the Florida Railway and Navigation Company, is spending a day or two in the city. With the assistance of T. A. Phillips, his general superinte ndent, who is well known in Indianapolis railroad circles, he has succeeded in making a first-class road of the Florida concern. There is 600 miles of main track, and 500 of it is laid with steel and well ballasted. Twenty new engines have been added baliasted. Twenty new engines have been added to the equipment and a large number of freight cars. New stations have taken the place of sheds. At Jacksonsville, a building, 100 feet square and three stories high, has been erected for the general office rs. The shops at Tallahassee have been rebuilt, and those at Fernandina are being rebuilt. The receiver will build 165 miles of new road, which will give an excellent outlet to the north. New steamships

hates] will vote against him."

Man's Creator, seeing how low man did descend, is reported as saying: "I repent for having made man." He'll surely say it again if Irish-Americans help to uphold the sway of Clevelland, Bayard, Phelps, Hewitt, Bragg, etc., after all the insults which these anti-Irish, anti-American bigots have needlessly piled upon men of Irish birth during the last four years.

Mr. Watterson followed up his letter in the

are run in connection with the road from Jack-sonville and Fernandia to New York twice a week, and the revenue of the road is steadily increasing. When reorganized it will be known as the Florida Central & Peninsula road.

Miscellaneous Items. Capitalists of Paris, Tex., have organized a company to build a road from Paris to Little Rock, Ark.

The Janney Car-coupler Company are now equipping 20,000 cars of the Pennsylvania, the Erie and New York Central.

The Louisville & Nashville company announce the completion of their Pineville extension, running from Corbin, Ky., to Pineville.

Recently prepared statistics show that there are in use on American roads 26,415 locomotives, 19.252 passenger cars, 6,325 baggage cars and 845,914 freight cars. The Philadelphia & Reading road is lighting

its passenger coaches with gas. It is carried in a steel cylinder under the coach, and compressed to 1,500 pounds to the square inch. The Oregon Pacific Railroad Company has three surveying corps in the field locating the line eastward from Albany. This indicates an early resumption of work on the extensions of this road.

The traction increaser, which the Erie people have been testing on the main line, proves a valuable invention. In one test the engine hauled 121 per cent. above its regular load and in another 14 per cent. additional, and made running time.

The Central-of-Georgia system comprises, with its new additions, 2,234 miles of railroad, besides its ocean stramship lines. It covers the State of Georgia with a net-work of roads, and has two ocean termini, one at Savannah and another at Port Royal.

It is stated, officially, that under the inter-state-commerce law 50 per cent, of the deadhead travel over the Union Pacific has been got rid of. The Union Pacific, owing to its geographical position, was the worst sufferer from the free pass abuse in the country.

Freight men say that if the new Iowa railroad law is enforced competition will be entirely wiped out, and instead of giving the shippers of that State lower rates it will force them to pay higher ones. It will not do for a long line to meet the rate made by the shorter route between two common points, no matter how high the rate may be by the short line, because it would reduce the rate per mile over the entire mileage of every road in the State.

The March statement of the Chicago, Burlington & Northern road is without a parallel. The cost of operating the road was \$34,000 in excess of the earnings, and the total receipts for the first quarter of the year were sufficient to meet operating expenses and leave to pay fixed chargas and dividends the handsome sum of 683. Th old Danville, Olney & Ohio River, in proportion to its mileage, will make a much more favorable exhibit than the C. B. & N. road.

LETTERS FROM THE PEOPLE

Physician, Heal Thyself. A LESSON WORTH HEEDING.

Four years ago Mr. Melville W. Fuller, of Chicago, was a candidate for a position on the Chicago delegation to the convention which nominated Mr. Cleveland. He was defeated by a professional ballot-box stuffer named Mackin. Now Mackin is in the penitentiary and Fuller has been nominated Chief-justice of the Supreme Court of the United States. The lesson of this little bit of history is that it is better to re sist boodlers than to consort with them.

To the Editor of the Indianapolis Journal: The above paragraph was clipped from the Sentinel of Wednesday morning, with the head-

ing "A Lesson Worth Heeding." Let the Sentinel take the heeding unto itself, and abandon the defense of Coy, Bernhamer, Sullivan and other men-some on trial, and the two first named convicted of tally-sheet frauds. We agree with that paragraph, that it is better to resist tally-sheet boodlers than to consort with them. It is to be hoped that Judge Claypool will be rewarded for his fidelity to the laws of the United States by receiving an appointment, as did Melville W. Fuller, the appointee for Chiefjustice. Let the boodlers meet with the fate of Mackin, one and all. POMEROY. INDIANAPOLIS, May 9.

Cheek.

To the Editor of the Indianapolis Journal Figures don't lie except when perverted by a Democrat, who, though he places "Reverend" after his name, has no reverence for the truth of history. In the Sentinel of the 7th inst. Rev. Dr. Smith, of this place, a bourbon Democrat from away back, who, though a homeopathic physician gives allopathic doses of perverted history. The Doctor being a true disciple of Voorhees, uses the word "lie" a half dozen times and mistakes it for argument. He says the Republicans lie in claiming that they put down the rebellion; and that they also lie in claiming that they furnished the most men for the Union army. [It is conceded by all that the Republican party furnished no soldiers to the rebel army; that honor (?) belongs exclusively to the Democratic party.] In trying to refute what he says the Republicans claim he uses the following figures: "Six months before the war began, Abraham Lincoln received 1,866,452 votes; Douglas 1,291,594; Breckinridge 850,082; Bell, 626,124. The total opposition vote was therefore 2,797,780, or nearly one million majority against the Republicans. Now bear in mind that there were 2,678,975 Union soldiers, or nearly one million more soldiers than there were Republican voters in the country, provided every Republican went into the army. But we know the Republicans did not all go in the

"But say one-half went and then you have 933,226 Republicans who wore the blue and the remainder of the 2,678,976, or 1,743,750 were loyal Democrats. The fact is, and we all know it, the Republicans staved at home to make money, but the majority of the soldiers were

This ex-reverend exhibits more cheek than Voorhees when claiming to be the soldiers' friend. But let us consider his figures for a moment. Concede that the records show an enlistment of 2,678,975 in the Union army. Onethird, at least, may safely be deducted as those who re-enlisted, which would leave 1,785,984 as the actual number of individual enlisted men, Admitting his assumption that only half of those who voted for Lincoln went into the army, towit: 933,226, it leaves but 852,758, or less than the Republicans furnished, in place of 1,743,750 loyal Democrate as he claims. But the record discloses another fact, that at

least one-half of the Union army was composed of boys who had not attained their majority in November, 1860. So the number of soldiers cannot be computed from the number of votes cast in 1860. In the fall elections of 1862 while as he claims, the Democrats were in the field fighting the battles of their country and the Republicans were at home making money, the Republicans were beaten in nearly every Northern State. Does not this prove that the rewree is true; that the Republicans were in the field and the Democrats were at home making money and plotting treason? If, as he claims, the majority of the Union soldiers were Democrats. why did the Democratic Legislature of Indiana in 1862 refuse to pass a bill allowing the soldiers to vote in the field? So far from butternuts encouraging their boys to enlist, they not only discouraged enlistments but in some cases advised desertion. It was the patriot who in-spired his boys to don the blue. The membership of the Grand Army of the Republic is the best evidence as to what party furnished the most men for the Union army, or at least if they enlisted as Democrats something must have repelled them from that party. Will the ex-reverend Doctor diagnose the case, and give us the true cause of the disaffection?

N. D. LEVINSON. NOBLESVILLE, Ind., May 8.

The Irish and the Cleveland Party. Correspondence of the Indianapolis Journal. The Courier-Journal of Jan. 28, 1887, contained a triple-leaded editorial letter, signed Henry Watterson, and dated Washington, D. C., in which I find the following pen-picture of Grover Cleveland: "Of all the arid natures I have ever met Cleveland's is the most arid. He sympathizes with nobody; he makes common cause with nobody. Here he sits in the White House like a wooden image, taking more joy in one Republican that has turned mugwump than in ninety-and-nine Democrats [that is Irish Democrats] who never went astray." Look at that, and look at this, from the evening edition of the Courier-Journal 4, 1888: "On what do the

crat [not one of the Irish Democrats whom he hates | will vote against him."

Republicans ground their hope of defeating Cleveland. Not one mugwump paper has gone

back on him; not one mugwump voter can be

induced to vote against him; and not one Demo-

WARNER'S SAFE CURE

ABINGTON, Ind., Jan. 7, 1888.-Have used "Warner's Safe Cure" and can recommend it.

& Mestinson

FOREST, Ind., Jan. 13, 1888.—Have used Warner's Safe Cure," and it has done me more good than any other medicine I ever took.

Mr. Zion, Ind., Dec. 11, 1887.—Our family can attest the merits of "Warner's Safe Remedies."

Lewis Sins Pavid O. Hylmans

You Keep the Kidneys Well, All is Well PENDLETON, Ind., Dec. 3, 1887.—We would not be without "Warner's Safe Cure" in the house. DISKO, Ind., Dec. 16, 1887.—I have used "Warner's Safe Cure," and know it to be good.

Alrano Dillmin Aprof 9. Rehambers

MALOTT PARK, Ind., Dec. 13, 1887.—My wife says "Warner's Safe Cure" is the best medicine she ever found.

Daniel M. Bowers

The Liver is the Lurking Place of All Malaria

CENTER, Ind., Dec. 3, 1887.—My family has used 'Warner's Safe Cure.' It is the best in the world.

ORESTES, Ind., Dec. 4, 1887.—Some of my neighbors are taking "Warner's Safe Cure" for Kidney and Liver disease with satisfactory results. Mrs Mary A. Look Claronce & Berkly

FT. WAYNE, Ind., Jan. 15, 1888.—My husband has used "Warner's Safe Cure" and "Warner's Safe Nervine" for General Debility, and found them valuable Estellu D Formana

Cannot Prevail MALARIA DYSPEPSIA and

CARMEL, Ind., Dec. 6, 1887 .- I took "Warner's Safe Cure" five years ago, and it did me more good than any medicine I have ever taken. "Warner's Safe Cure" is now our medicine.

ALEXANDRIA, Ind., Dec. 31, 1887.—My father says that nothing helps him like "Warner's Safe Cure" for Neuralgia, Rheumatism, or a general derangement of the whole body. Sarah & Hinsham John H. Objectage!

KINGSLAND, Ind., Jan. 7, 1882—My wife thinks there is no medicine in the work like Warner's Safe Cure." I can heartily recommend it to all suffering from kidney trouble and other complaints.

Indrew Briefy

When the Blood is Kept Pure and Clean

ORESTES, Ind., Jan. 5, 1888.—In the spring of 1887 I was afflicted by female weakness caused by kidney complaint. I took three bottles of "Warner's Safe Cure" and to-day am well. In the summer of 1884 my husband suffered with pain in the side, shoulders and back. Two eminent physicians were called, and said he was afflicted with Kidney and Liver disorders, brought on by an attack of measles he had early in the spring. He got no better. The pain became so severe that he was unable to get out of bed. We procured a bottle of "Warner's Safe Cure," and before he had taken half of it he was better. Five bottles completely cured him.

NEVADA, Ind., Jan. 14, 1888.—Shortly after marriage I found, to my dismay, that my wife had all the symptoms of Bright's Disease of the Kidneys. My father died of that dreaded disease. Without delay I purchased a bottle of "Warner's Safe Cure" and "Warner's Tippecanoe." She has used a great many bottles. Ping beauty healthy shildren have blessed bottles. Five hearty, healthy children have blessed our union. Had she doctored with the "best physicians" I am satisfied that I would long ago have been left alone. "Warner's Safe Cure" and "Tippecanoe" saved her life. a Uspringer JA Mr. Lido Wellows

Morocco, Ind., Dec. 10, 1887.—In the spring of 1883 my wife commenced coughing. Day after day passed without any improvement. I called in the best physician. He said that her lungs were slightly affected, but she would be all right in a short time. As she seemed to be no better I consulted another physician, who doctored her for female complaint, with some success, but she soon relapsed. The doctors now said it was consumption in the first stages. After having taken less than one dozen bottles, and no other medicine, she is in better health than she has been for years, and she says it is all due to "Warner's Safe

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cities of the country. It has been, and will in future

be, the aim of the publishers to make the INDIAN-

APOLIS JOURNAL a perfect and complete newspaper,

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challenges comparison with any of its contemporaries.

The approach of the great campaign of 1888 ren-

ders it desirable for every citizen to have a first-class

newspaper; in fact, it will be impossible for him to

keep fairly abreast of the times without such a paper

Great political battles are to be fought in the State

and Nation, and their conduct and progress the Jour.

NAL will carefully record. No Indiana reader, cer

JOURNAL in the coming campaign. While it is thor

oughly and soundly Republican in politics, devoted to

the interest of the Republican party, the JOURNAL

will not allow its news to be colored by partisan bias.

but will give the news of the day without fear or

favor. The present session of the national Con-

gress will be among the most important held in recent

years, and questions of great national moment will be

considered. Every citizen is interested in the pend-

ing legislation, and can keep himself thoroughly

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in which the doings of Congress will be fully reported.

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gales its readers with the productions of some of the

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rangements have been made for features of this

character, which will appear in the JOURNAL during

the coming year. These appear most largely in the

SUNDAY JOURNAL, which is a special edition, and can

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companied by the latest market reports and special

departments devoted to agricultural, horticultural and

tainly no Indiana Republican, should be without the

S. B Davis.

THE ONLY SIMPLE, SCIENTIFIC BLOOD PURIFIER IS

WARNER'S SAFE CURE

Courier-Journal of Jan. 28, 1887, with an other in the same paper of Jan. 31, in which he asserted that Cleveland had determined to kick the Irish out of the Democratic party, and fill their place with mugwumps and other re-cruits. But now it is discovered that this bellycrawling, which led to the extradition treaty, the fishery treaty, the dinners to Joe Chamberiain, the hauling down of "that damned green flag." has not brought in enough to fill "Paddy's place." The result is that Pat's forcible eviction from the Democratic party has been graciously postponed, until after the sun goes down Nov.

William Cobbett has written the history of the rise and progress of the Democratic party, from 1783 to 1820. In Vol. V. page 389, he says: "The motto of the Democratic clubs of France and America is 'Debenda eft Carthago,' (English manufacturers must be annihilated.)" Mr. Cobbett produces Jefferson's letter to M. Mazzei, dated Jan. 1, 1797, to prove this, and the letter does prove it. In speaking of the Anglo American free-trade faction of that time Jefferson says: "It would give you the fever to see how men who were Solomons in the council and Samsons in the fight have gone over to that W——England."

Yes, Mr. Jefferson, and it would give you the fever could you see how your Democratic party fever to see the Irish in America, also, "gone over to that w--- England," as Jefferson

"Delenda est Carthago" is still the cry of Democracy. But industrial America, not trading England, is the Carthage which it is trying to annihilate. Notwithstanding the apostacy of this Democratic party, and its recantation and renunciation of the principles which called it into being, we are told that the Irish in America will support Cleveland, who hates them, as against Ben Harrison, who will be and must be on the Republican ticket, or against any other Republican. As I have already said, man is capable of placing his Creator on "the stool of repentance." Some other time I will show some things the Irish ought to see.

PATRICK C. CARROLL. LOUISVILLE, Ky., May 8. In a Rival Town.

The municipal authorities of Philadelphia have prohibited the shop-keepers of that quiet burg from placing pots of flowers in their doors. The reason of this is that they are afraid the cows will be injured by eating some foreign plant, when wandering around fattening on the young and succulent grass growing so luxuriously between the bricks in the sidewalks.

Found Again. Kansas City Journal.

Tascott has been seen again, this time in northwestern Iowa. He had disappeared for so long that it was feared he was lost. "The detectives are now on his track."

You don't know how much better you will feel if you take Hood's Sarsaparilla. It will over-come that tired feeling, purify your blood, give you a good appetite and make you bright, active and strong. Be sure to get Hood's Sarsaparilla. Sold by druggiste.

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DR. J. A. COMPTON, OFFICE, 40 EAST OHIO st.; residence, over office; telephone, 125. CLAIRVOYANT AND MAGNETIC HEALER MRS, LAVINIA DOUGLASS, Room 18, Grand Opera-house Block.

A STROLOGER-MRS. DR. ELLIS, SCIENTIFIC Astrologer, can be consulted, for a short time, on all affairs of life-where to go, what to do, to gain success in business, health and happiness. Office, Ryan's Block, Tennessee street and Indiana avenue, third floor, Room 8. Office hours 9 a. m. to 8 p. m.

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LOST-FROM CARRIAGE, CHILD'S CLOAK, with Hood. Route taken: Hill and Brookside avenues, Cherry, St. Joe and Pennsylvania streets. Reward paid at 442 N. Pennsylvania st. TAKEN UP. TAKEN UP-A LARGE LIGHT BAY HORSE.

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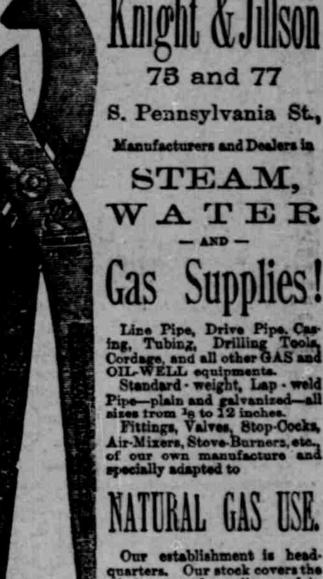
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